



2.2 No-Action Alternative: Right-of-Way Not Renewed

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For the purposes of this Environmental Report, the no-action alternative involves expiration of the Federal Grant and State Lease in 2004. Federal and state stipulations contain general provisions for “dismantling, removal, and restoration” (DR&R) of TAPS assets upon completion of use of the TAPS right-of-way. If the 1974 right-of-way is not renewed, federal or state agencies may assert that the provisions of Stipulation 1.10, “Completion of Use,” must be performed. In that case, it would be necessary to prematurely shut in North Slope production since the pipeline would not be available for transporting crude oil.

2.2.1 Completion of Use

“Completion of use” as defined by the Federal Grant and State Lease may be appropriate if TAPS facilities can no longer operate due to the lack of a right-of-way. Upon completion of use, Stipulation 1.10 requires the removal of TAPS improvements and equipment to the satisfaction of the federal Authorized Officer (a virtually identical stipulation appears in the State Lease):

1.10. Completion of Use

1.10.1. Upon completion of the use of all, or a very substantial part, of the Right-of-Way or other portion of the Pipeline System, Permittees shall promptly remove all improvements and equipment, except as otherwise approved in writing by the Authorized Officer, and shall restore the land to a condition that is satisfactory to the Authorized Officer or at the option of Permittees pay the cost of such removal and restoration. The satisfaction of the Authorized Officer shall be stated in writing. Where approved in writing by the Authorized Officer, buried pipe may be left in place, provided all oil and residue are removed from the pipe and the ends are suitably capped.

1.10.2. All areas that do not constitute all, or a very substantial part of the Right-of-Way or other portion of the Pipeline System, utilized pursuant to authori-

zations issued in connection with the Pipeline System, shall be Put-to-Bed by Permittees upon completion of their use unless otherwise directed by the Authorized Officer. Put-to-Bed is used herein to mean that Access Roads, material sites and other areas shall be left in such stabilized condition that erosion will be minimized through the use of adequately designed and constructed waterbars, revegetation and chemical surface control; that culverts and bridges shall be removed by Permittees in a manner satisfactory to the Authorized Officer, and that such roads, sites and areas shall be closed to use. Permittees’ rehabilitation plans shall be approved in writing by the Authorized Officer prior to termination of use of any such road, or any part thereof, in accordance with Stipulation 2.12.

2.2.2 Major Physical DR&R Assumptions

Guidance on the nature of DR&R is limited. However, some public-record information can be found in the assumptions for the cost estimate submitted in the proceedings held by the Federal Energy Regulatory Commission (FERC) and the Alaska Public Utilities Commission in setting tariff rates (that include DR&R) for the TAPS carriers (Fluor, 1983). Only assumptions that affect the physical assets are included in the following.

- Federal and state stipulations concerning DR&R are to be adhered to and used as a basis of the estimate.
- The existing pipeline workpad is to be maintained during dismantling operations and left in place at completion.
- Buried pipe is to be left in place, capped and void of any oil and/or residue.
- All above-ground facilities will be removed to 1 foot below grade or covered with 2 feet of fill. Below-ground facilities may be left in place with the exception of culverts, pipes in road casings and pipe adjacent to river training structures.
- All surplus and scrap materials must be removed



from Alaska except those buried or otherwise disposed of locally.

- Port locations for shipment of scrap materials will be Valdez, Whittier, and Seward. Scrap from north of Milepost 492 will generally be marshaled and consolidated in Fairbanks for rail shipment to Whittier or Seward; scrap from more southerly locations will be trucked directly to Valdez.
- Each major component of the work (e.g., pipeline and stations, terminal, cleaning and purging) will be carried out by one or more independent contractors. Overall management will be carried out by Alyeska or another Project Management Contractor.

2.2.3 Description of No Action Alternative

IMPORTANT NOTE: The following discussion of DR&R of TAPS represents one possible scenario developed based on Stipulation 1.10 of the Federal Grant and the FERC assumptions in Section 2.2.2 above. This scenario incorporates current technology and is presented for analyzing environmental impacts. The actual scope of work and sequence of events would depend on the requirements of the Authorized Officer and the State Pipeline Coordinator. Specific activities would depend on technology available at the time.

In general, DR&R activities would start at Pump Station 1 and progress south to allow for transport of cleaning products from one station to the next and finally to the VMT. Initially the pipeline would receive batches of residual oil from North Slope vessels, tanks, piping, pipelines, pump station sumps, tank bottoms, and low-point piping, followed by batches of diesel fuel to remove residual crude oil. A mixture of seawater and cleaning solution would follow the diesel (this mixture would be treated at the VMT Ballast Water Treatment Facility for discharge). Finally, air compressors would be connected by manifold to the pipe to propel a displacement pig through the pipe to remove the seawater. This sequence would be repeated at each pump station in succession from north to south. The final pipeline condition would be deemed cleaned to the satisfaction of the Authorized Officer.

Following cleaning of the pipe and other oil-wetted surfaces, improvements would be removed in accordance with plans approved by the Authorized Officer.

Scrap-loading operations would potentially occur at the North Slope, Yukon River, Fairbanks rail yard, Seward, Whittier, and Valdez construction dock. Salvage operations would remove all material for in-state or out-of-state recycling or disposal, leaving cleared land for contouring and hydroseeding. Land will be left in a stabilized condition meeting the approval of the Authorized Officer. Tank bottoms and other refinable hydrocarbon liquids will be loaded onto tankers and transported as with other crude products.

Table 2.2-1 lists the disposition of TAPS facilities. DR&R field activities are estimated to take three years.



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Photos 2.2-1 and 2.2-2. The photo at left shows Isabel Camp in 1976 during pipeline construction, while the photo at right shows the site following removal and restoration.



Table 2.2-1. Disposition of TAPS facilities for DR&R.

TAPS Facilities to Be Removed and/or Restored (after Cleaning)	
<p>Pipeline</p> <ul style="list-style-type: none"> • Remove above-ground pipe. • Remove remote above-ground valves, power modules, and fencing. • Cut off VSMS to 1 ft below grade and cap. • In transition sections, remove above-ground pipe to 1 ft below grade and cap below-ground pipe. • Remove above-ground river crossing structures (except Yukon River highway bridge). • Remove above-ground pipe passing through culverts and road crossings. Convert culverts to low water crossings. Remove workpad bridges. • Remove pipe adjacent to river training structures. 	<p>Terminal</p> <ul style="list-style-type: none"> • Drain tanks and piping to waiting tanker. • Remove above-ground piping, tanks, and concrete containment walls. • Remove power and vapor facilities including incinerators. • Remove ballast water treatment facilities including concrete tanks and above-ground structures. • Remove all buildings and cable trays. • Cut below-ground pipe below grade and cap. • Remove berths, berth piping, and mooring dolphins at mudline. • Contour terminal pad and access roads. Hydroseed and/or fertilize them to prevent erosion.
<p>Pump Stations</p> <ul style="list-style-type: none"> • Remove station piping, equipment, buildings, & tanks. • Contour pump station gravel pads and access roads. Hydroseed and/or fertilize them to prevent erosion. 	<p>Other</p> <ul style="list-style-type: none"> • Purge, pig, and remove above-ground fuel-gas piping. • Purge, clean, and cap, and remove above-ground mainline refrigeration piping. • Remove mainline refrigeration equipment and buildings. • Remove microwave repeaters and equipment.
TAPS Facilities to Remain in Place	
<ul style="list-style-type: none"> • Gravel workpad • Pump station gravel pads • Below-ground oil and fuel gas pipe and valves • River training structures except where breached to remove pipe 	
Non-TAPS Facilities to Remain in Place	
<ul style="list-style-type: none"> • Dalton Highway and Yukon River Bridge • Fiber-optic system • Communications sites 	